



**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:39 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 551 Const Calendar Day: 124 Date: 06-Oct-2012 Saturday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

**Weather**

Temperature 7 AM 12 PM 4PM  
Precipitation Condition clear

Working Day  If no, explain:

**Diary:**

Dispute

**General Comments**

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);  
TOWER SADDLE; PULLBACK/TIEBACK LOAD TRANSFER RELEASE;  
TEMPORARY PULLBACK SYSTEM DEMOB:



The tower pullback system was previously fully released, but demob/removal of the system has not started yet, other than limited work to remove the jacks. There is no work by ABF today on this item.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);  
JACKING SADDLE; LOAD TRANSFER JACKING;  
TEMPORARY JACKING AND RESTRAINT SYSTEM DEMOB:

The jacking at the jacking saddle/frame was previously completed with all permanent shims installed. Demob/removal of the system started this week. There is no work by ABF today (Saturday) on this item. There is work by ABF on other items on the bridge today.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);  
HINGE A HPB'S INSTALL, HPB'S ALIGNMENT, VERTICAL STRONGBACK:

There is no work at Hinge A, E-Line or W-Line today.

At the Pier 7 yard to the west of the warehouse, ABF ironworkers (fab yard ironworker Kevin Kananen and others) are not working on the vertical alignment strongbacks and the transverse alignment materials. They have been working on these items for the last few weeks and are now complete.

As a subcontractor to ABF, Peterson CAT is onsite for a third day. John Kaszer (different mechanic than last 2 days) is present with a mechanic's truck and machining equipment to bore out a hole in one end of each of the four strongback beams. Note that today is Saturday and the work is on overtime. Three plies of steel have to be drilled/machined at each hole - the strongback beam web and a welded boss plate on each face of the web. He first drills a pilot hole, and then he machines out more material for the large diameter pin. The final machined holes are 145mm = 5.708" diameter. Prior to today, work was completed on 2 of the 4 strongbacks and work had started on the 3rd of the 4 strongbacks.

Today, work continues on the 3rd of the 4 strongbacks and work is started on the 4th of the 4 strongbacks. For the previous 2 days of work, Peterson CAT only had 1 machine for boring the hole, but today, they



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Job Name: 04-0120F4

Inspector Name Brignano, Bob

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Saturday

have 2 machines. For the last 2 strongbacks, machines are setup on each of the 2 locations where the holes are being bored and the machining/boring operation is concurrent at the 2 locations. Note that the 2 strongbacks are next to each other and the 2 machining/boring locations are only a few feet away from each other. Peterson CAT's work machining/boring the holes is finished on all 4 strongbacks by the end of the day.

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);  
CCO 120 HINGE A GAP BETWEEN SAS AND SKYWAY:

Saturday morning, Matt Bruce and I measured the gap between the SAS and Skyway prior to the sunrise to determine if the CCO 120 green joint at the end of the SAS will need to be trimmed. We provide the data to the DJV to make a determination.

Plan sheets 849R1, 850R1, 851R1, 852R3, 863R3, and 864S2R2 all note that the gap is 1200mm. Plan sheets 863R3 and 864S2R2 note that the 1200mm value is for a mean temperature of 20 degrees Celsius (68 degrees Fahrenheit). Plan sheets 850R1, 851R1, and 852R3 note that the gap is 1200mm minimum. Plan sheet 852R3 notes that the seismic joint blockout plates are to be trimmed to maintain a 1200mm minimum gap.

Measurements between 06:50 and 07:00 on Saturday 10/6/2012

Sunrise at 07:10

Ambient Air Temperature = 55 F = 13 C

Steel Temperature = 53 F = 12 C

WB / North Joint:

Measurement at the north, near the end of the joint blockout = 1233mm

Measurement at the bridge centerline = 1222mm

Measurement at the south, near the end of the joint blockout = 1215mm

EB / south Joint:

Measurement at the north, near the end of the joint blockout = 1253mm

Measurement approximately 8 feet north of the centerline = 1262mm

Measurement at the bridge centerline was not possible because of an obstruction

Measurement approximately 8 feet south of the centerline = 1272mm

Measurement at the south, near the end of the joint blockout = 1300mm

The condition/status of the structure at the time of measurement is that Phases 1 and 2 of load transfer are complete, with the structure fully supported by the cable, and Phase 3 of load transfer is ongoing. Not all of the structure dead load is applied (most notably the paving), but construction loads are on the structure. The transverse jacking at Pier E2 is complete. At Hinge A, the structures are aligned horizontally within an inch or two (based on observation, no survey completed), and the vertical alignment at Hinge A has not happened yet (the strongbacks are not in the field yet). The variable gap between the SAS and Skyway may be due to horizontal alignment not being complete (the Hinge A transverse jacking has not happened yet).

INSPECTOR OT REMARK:

4 hrs OT for Saturday Work - 2 hour OT in the field and 2 hour OT in the office: Field - measurements at Hinge A joint between the SAS and Skyway; check work at WJS demob (no work); check work at Pier 7 yard on Hinge A alignment strongbacks. Office - work on updating of plots for the cable band bolt tensions.

